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CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

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COUNTRY Poland

DATE: [REDACTED]

SUBJECT Airfields

INFO: [REDACTED]

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DIST. 5 X May 1947

ORIGIN [REDACTED]

PAGES 3

SUPPLEMENT

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1. Sroda (X54): Polish officers stated in mid-September 1946 that 200 heavy transport planes, designated for special duty, were on this field.
2. Nowyomysc (Bentschen; W53): An untested source reported on 25 September that a new Russian airdrome with concrete runways was under construction along the railroad line from Poznan, near Nowyomysc.
3. Poznan (X26): In mid-September, according to Polish officers, more than 1,000 aircraft (chiefly Soviet pursuits and bombers) were based on the Lamitza airfield, near Poznan. Its two runways, each 60 meters wide and respectively 1,500 and 2,000 meters long, were being extended.

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4. Poznan: A third, and usually reliable, source reports that the Poznan field is located twenty-seven kilometers northwest of the city, between the highways from Poznan to Schwerin and Obrniki. The field has been undergoing repairs for the past four months and asphalt has been laid down on the runways. Of the remaining 200 German aircraft, most of them ME-110's and JU-88's, 60 have been repaired and tested. The test pilots are German PWs who formerly were members of the GAF. The planes are supplied with gasoline sufficient for fifteen minutes' flight. On 26 November, it was estimated that Russian air and ground personnel amounted to about 1,500, in addition to 800 Russian infantry troops.

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NO CHANGE in Class

 DECLASSIFIED

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letter of 18 October 1973 from the
Director of Central Intelligence to the
Director of Central Intelligence of the
United States.

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5. Liegnitz (B82): The airfield is southwest of the town. Underground tanking facilities are located along the western edge of the field, underground ammunition dumps along the south edge. The field has its own railroad siding with several tracks. The Soviet station complement is said to total 2,000 men, and 200 Polish cadets are in training. Two-motor medium bombers are used. When observed between 26 and 29 October, repair work was still being done on the hangars.

6. Sagan (B26): Lying about eight kilometers northeast of the town near the village of Kuepper, this field is well equipped despite war time damage. The terrain has been cleared and the runway repaired. Billets and workshops are dispersed in adjoining wooded areas. Underground fuel dumps are in the woods north and east of the field. Ammunition is stored west of the field. There is a railroad siding with several tracks. Sagan field is under Soviet command; its CO is a colonel. Two-motor aircraft are flown, but fighters are seldom used. The Soviet-controlled Polish Air Force Training School was transferred to an unknown destination in August 1946, but approximately forty Polish pilots were still at Sagan between 26 and 29 October.

7. Neuhammer (B34): The former troop training grounds (area four to five square kilometers) have been subjected to debris clearance for the past two months, says a source who visited the area during October. The Truppenübungsplatz area seems destined for use as an airfield.

8. Lissa (C09): In mid-November, the Russians were in occupation of two former Polish fields. Four-motor bombers were stationed at the larger one, northeast of Lissa, and the station complement amounted to 1,500 men. An unknown number of fighters were based at the smaller field southeast of the town.

9. Stargard (D38): Two-motor Soviet bombers and fighter aircraft were using this airfield, ten kilometers south of Stargard, in mid-November. This is a large, modern, former GAF base now being worked over by German PWs. Work is still proceeding on hangars and barracks.

10. Gleiwitz (Y37): Great activity was observed at this field during November. Although most of the aircraft are fighter and courier planes, approximately 120 to 150 four-motor bombers (resembling the German Condor) are based here. Gasoline delivered by truck is flown out twice weekly by four-motor transport planes. The destination has not been learned.

11. Lodz (O93): Lodz airfield was turned back by the Russians to the Poles in October. Fuel and radio installations were removed, however, and shipped to the USSR.

12. Lukow (L95): Situated northeast of Lukow, this field is under the command of a Soviet Air Force major general. It has a concrete runway; hangars and storage depots are in perfect condition. Air and ground force personnel number approximately 2,000 men. During mid-November, about 100 four-motor bombers were seen at this field.

13. Biala-Podlaska (M46): A small former GAF airfield north of the town is under the Lukow command. Approximately 200 to 250 fighter planes were observed here in mid-November. The station complement is said to be about 1,000 men. The field is in perfect condition. Its fighter ammunition dump appears to be located in a wooded area east of the field.

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14. Belgard (M43): Hangars and billets have been repaired at the airport between Siedkow (M42) and Belgard. Gasoline, apparently delivered from Pöllitz (Q57), is stored in the open. Air activity, in October, was restricted to courier and fighter aircraft.

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